

TOWING SAFETY ADVISORY COMMITTEE

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Minutes of Meeting held
Thursday, September 14, 2000
Holiday Inn - Mount Moriah
Memphis, TN

ATTENDEES

Coast Guard Staff:

CAPT Peter A. Richardson; Chief, Office of Operating and Environmental Standards;
Executive Director
Mr. Gerald P. Miente; Office of Operating and Environmental Standards;
Assistant Executive Director
LCDR Lance A. Lindsay; Office of Operating and Environmental Standards
CAPT Gordon Marsh; Chief, Marine Safety, Eight Coast Guard District
CDR Robert R. O'Brien; Commanding Officer, MSO Memphis
LCDR Luke B. Harden; Office of Operating and Environmental Standards
LCDR Mike S. Gardiner; Executive Officer, MSO Memphis
LCDR Bruce C. Fisher; Chief, Port Operations, MSO Memphis
LT Dale C. Folsom; Executive Officer, Group Lower Mississippi River

Committee Members:

Mr. Jeff Parker; Vessel Operations Manager, Allied Transportation Company; Chairman
Ms. Cathy S. Hammond; President, Inland Marine Service
Mr. Mario A. Muñoz; Director of Loss Control, Cooper/T.Smith Corp.
Ms. Diane Goncalves; Government Relations Rep., Transportation Institute
Mr. James G. Daley; Operations Manager (Contracts), Crowley Marine Services
Ms. Jennifer A. Kelly; Vice President, American Waterways Operators
Mr. James C. DeSimone; Vice President, Great Lakes Towing
Mr. Rex H. Woodward; President, Premier Marine, Inc.
Mr. Donald C. McCrory; Executive Director, Port of Memphis
Mr. Donald J. Zimmerman Sr.; General Superintendent, J. Ray McDermott, Inc.
Ms. Marina V. Secchitano; Regional Director, Inland Boatman's Union of the Pacific
Mr. Gerard Maurice; Master, Westbank Riverboat Services
Ms. Laurie Frost Wilson; of Counsel, Robins, Kaplan, Miller & Cerisi, LLP
Mr. Vinay S. Patwardhan; President, Chartrex Shipping Limited
Mr. Steven A. Zeringue; Inland Vetting Specialist, SeaRiver Maritime, Inc.

**Minutes of the Towing Safety Advisory Committee (TSAC) Meeting
Public Meeting
September 14, 2000**

The Coast Guard hosted a public meeting of the Towing Safety Advisory Committee (TSAC) in Memphis, TN on September 14, 2000 (Enclosure 1). The session followed a one-day meeting of the working group chairs, at which the Committee discussed the background and status of ongoing working group tasks and the status of regulatory projects of interest to TSAC (Enclosure 2).

Introduction and Welcome

TSAC Chair's Remarks

Mr. Parker, chair of TSAC, welcomed current and new members and towing industry representatives to the fall TSAC meeting. He provided a summary of the first day of the meeting, in which they heard about members' backgrounds and expectations of the TSAC process. The first day continued to point to the theme, "A common sense solution, business and labor working together hand in hand, participatory versus reactionary tasking, and a sense of responsibility as the basis for our work."

Mr. Parker said TSAC has grown over the years, noting several events, including the Amtrak accident of 1993, the Berman incident of 1994, and the North Cape incident of 1996. He referred to the TSAC working groups, which were formed from these incidents, and the Committee's contributions to the rulemakings that will enhance safety for the whole towing industry.

Self Introduction

TSAC members and public attendees introduced themselves, citing name and affiliation.

Executive Director's Remarks

CAPT Richardson, Chief, Office of Operating and Environmental Standards at Coast Guard Headquarters, welcomed Committee members and public attendees. He said RADM North, Assistant Commandant for Marine Safety and Environmental Protection, and TSAC's sponsor, could not attend the meeting. He further informed everyone that for the first time in more than three years TSAC has a full complement of approved members, the result of appointments by DOT Secretary Rodney Slater earlier this year.

CAPT Richardson asked all of the members of the Committee to stand and take the oath as members of the Towing Safety Advisory Committee.

Status Reports on Existing Business

Voyage Planning

Mr. Parker pointed out that there is a Supplemental Notice of Proposed Rulemaking on voyage planning that is due to be issued soon. Ms. Laurie Wilson, chair of the working group, reminded attendees about the sign-up list to enable interested parties to participate in developing the comments that TSAC would submit to the Coast Guard on that proposal.

Mr. Parker added that the other component of the Voyage Planning proposed rulemaking is Fire Suppression Systems, which will look closely at the fire suppression issue on existing towing vessels. He said the Fire Fighting working group would reconvene to address comments on that rulemaking and invited interested parties to sign the appropriate sheet to become involved in developing those comments.

Tug Assistance/Remote Anchor Release

Ms. Wilson reported the working group, which is the same group that is addressing Voyage Planning, has put the issue of tug assistance/remote anchor release on hold until Voyage Planning is completed. When Voyage Planning is completed, they will again address Tug Assistance/Remote Anchor Release.

Cargo Securing

CAPT Richardson announced that the Notice of Proposed Rulemaking on cargo securing is being prepared for RADM North's signature and is expected to be published this fall. The full working group report will be distributed when it becomes available.

Communications

Ms. Secchitano, working group chair, said the group's task was to improve the delivery and availability of safety education and prevention through people to the towing industry. The mariners' main concern, she said, is the Coast Guard's interpretation of the 12-hour rule and its relationship to improved safety. Following are some of the main points she discussed from the working group report (Enclosure 3):

- The working group suggested improvements to the Notice to Mariners, including the addition of safety items and that it be distributed electronically.
- Communication to the mariners would be more effective if it were provided using three or four different media, including faxes, cell phones, computers, and other technology.

- The Coast Guard's web site is a great source of information and suggested the Coast Guard make a user-friendly menu with multiple choices to links to make it easier to access.

Mr. Parker asked for comments on the report, accepted it as the final work product of that working group, and considered that tasking closed.

CAPT Richardson suggested information be shared among the other Federal Advisory Committees. **Mr. Parker suggested the subcommittee and working group chairs from the other FACs meet and discuss their reports. He asked Mr. Miente to coordinate that effort.**

Casualty Analysis

Mr. DeSimone reported the working group identified agencies that collect data, identified agencies in which it was overlapping, possible alternative resources, and developed recommendations, including an update of the Coast Guard Form 2692, improving the Coast Guard data collection process, and reviewing the Coast Guard MSIS product sets. At the last meeting, the working group and TSAC determined that this was an important task but that it would be beneficial to link with other committees and workshops with similar goals. **Before the next meeting, the working group will coordinate efforts with the towing safety task force.**

Licensing Implementation

Ms. Jennifer Kelly provided an update from the working group on licensing and manning of officers of towing vessels. She said the action facing the Committee today was a vote by TSAC to approve the recommendations of the working group (Enclosure 4). She recapped the six major recommendations: Grand-fathering and Phase-in; Guidelines for Conducting a Demonstration of Proficiency; Qualification Requirements for Designated Examiners; Towing Officers Assessment Record; Documentation Requirements for License Renewal; and Unique Considerations of Harbor Assist in Limited Local Area Operations.

To effectively raise safety standards, and in order for the Coast Guard to implement the rule on Nov. 20, the working group said three things are necessary:

- Interim Rule—changes to the Interim Rule are needed that are consistent with policy guidance and that capture all the major substantive requirements that are going to be necessary in order to get a license.
- NVIC—a good, comprehensive, plain language NVIC is needed that provides policy guidance to supplement the rule.

- Infrastructure—the Coast Guard needs to be prepared to implement this rule, i.e., the Regional Exam Centers need to have their people trained and ready to administer the rule, and their administrative processes, computer systems, etc., need to be prepared to do the job as well.

Finally, she said, the working group would ask TSAC and the Coast Guard for permission to remain in business as a working group. The group wants to continue working to develop the geographic supplements to the TOAR and to help the Coast Guard as it proceeds with the Interim Rule, the NVIC, and the implementation of the regulations. Ms. Kelly asked for a motion to accept the working group's report.

Mr. Patwardhan said the suggestion that those in-service today be grand-fathered, without physical verification or documentation of competence, could have serious consequences. He was concerned about qualification requirements for designated examiners, saying such persons should not have any personal interest in the person receiving the license or be connected to any company.

Mr. Parker asked for more comments on licensing, noting the current system has worked effectively for many years and allows for a significant amount individual decision-making by the operator.

Ms. Kelly said the working group believes the people who are most knowledgeable and in the best position to assess the competence of a towing vessel officer are other towing vessel officers who are experienced and qualified to do that job. They developed the standard sample TOAR as a tool to help them do their job.

Some members expressed the opinion that it is important that the designated examiner be independent; others that the designated examiner should show his own proficiency in a specific skill before checking on someone being trained; still others said one need not be as capable as the person he is observing to know if that person is qualified. Some also suggested the designated examiner be required to make a 30-day trip with the person being checked.

Mr. Woodward recommended that the working group go back to the full Committee with more specifics on the qualifications of the designated examiner.

Ms. Kelly said the working group wants TSAC to first vote on the recommendations. She voiced concern that the Committee needs to get recommendations to the Coast Guard very quickly so that they can act on and then make a decision as to whether they are ready to meet the Nov. 20 date.

One member asked if it would be appropriate to have the Committee's comments on the Interim Rule go in as the formal comments of TSAC with a separate recommendation that they provide input on the designated examiner to the NVIC in development.

Ms. Kelly said that can be done, but if there is going to be a regulatory change and also a NVIC, they both must take effect quickly or the Nov. 20 deadline needs to be extended. **Ms. Kelly proposed that the Committee vote to approve TSAC's recommendations as made and transmit them to the Coast Guard. She further recommended the working group remain in business to continue with the work that they outlined including the additional TOARs.** The working group can revisit the comments that have been made about the designated examiner, assure themselves that they have a credible system, and then come back to the Committee with any revised recommendations.

One member asked whether the recommendations would cause the date to be extended on the Final Rule.

CAPT Richardson, noting the short timetable, advised of two options: 1) the Coast Guard could proceed with the implementation of the Interim Rule on November 20, 2000, or 2) the Coast Guard could defer the implementation of the Interim Rule. He suggested the Committee hear the status of the NVIC and Interim Rule from the USCG Project Officer before making any decision on the working group's recommendation.

Licensing and Manning for Officers of Towing Vessels

LCDR Harden said that during the process of developing the NVIC, there was concern that there were some sections that, although they were addressed in the preamble of the Interim Rule, were not clear in the text of the Interim Rule itself. A second Interim Rule has been drafted and is in concurrent clearance at Coast Guard Headquarters. The second Interim Rule is expected to be published in the "near" future.

Mr. Parker clarified some the procedural issues facing the Committee. He asked for a vote on implementing the recommendations of the working group with the expectation that the working group will continue to function with the same members and continue to provide input on the issues.

The Committee voted to accept the work of the licensing implementation working group. The motion was passed.

Several members expressed a concern that the Interim Rule has been out for about 10 months, published in November 1999, and there is still a great deal of confusion over how it is going to work.

After extensive discussion, a motion was made and seconded to extend, by 90 days, the deadline for the implementation date for the revised Interim Rule to give the mariners enough time to get the information they need and give the Committee time for comment and make sure there is not as much controversy before the rule goes into effect (Enclosure 5).

Project Updates

CAPT Richardson provided updates on ongoing projects.

Crew Alertness: The Coast Guard Research and Development Center is working closely with CDR Close on three projects on crew alertness. The first, conducted with Keystone Shipping, is complete and a final report is due by the end of September. Deliverables will include a crew endurance guide, a CD-ROM that contains an electronic logbook, and training materials on crew endurance. The second, being conducted on vessels from Ingram Barge Company and Kirby Corp., is progressing. The working groups have used the Crew Endurance Management System and initial results have shown a positive effect on alertness and an increase in safety. The final project, recently started with a formal agreement between the R&D Center, MSO Puget Sound, and Washington state ferries, is a critical component of the Coast Guard's effort to assist the marine industry with creating the infrastructure needed to effectively manage crew endurance.

Policy Letter on the 12-Hour Work Rule: CAPT Richardson announced that a policy letter on the 12-hour work rule was signed on September 11, 2000 by the Chief, Office of Compliance, (Enclosure 6). The policy is titled, "Watchkeeping and Work Hour Limitations on Towing Vessels, Offshore Supply Vessels, and Crew Boats Utilizing a Two Watch System." The purpose of this letter is to clarify, in a single document, the watchkeeping and work-hour limitation requirements contained in existing statutes, regulations, and policies. He emphasized that it does not contain any new policies or interpretations.

Responding to concerns that TSAC members should have been asked to provide input before it was disseminated, CAPT Richardson reiterated that the intent of the policy letter was to clarify existing statutes, regulations and policies. Outside comment was not solicited because RADM North did not want to delay its completion.

There was further discussion about the 12-hour work rule. Mr. Parker said members should review the letter for issues, and prior to the next meeting, discuss if and how the Committee wished to proceed.

CAPT Richardson said they ought to take a two-prong approach: first, suggest improvements to the policy letter 4-00; and secondly, recommend any new policy developments separately.

Automatic Identification System (AIS): CAPT Richardson said the regulatory work plan is still under development and pending the regulatory assessment. It is anticipated that the regulatory package will be presented to the Marine Safety Council after September, and an NPRM will be published at the end of the year. Revisions to SOLAS, Chapter 5, are in circulation, and are expected to be adopted at the next IMO meeting in December

2000. TSAC comments on the NPRM, to be published by year's end, will be considered prior to the Final Rule. G-MWV will report on the status during the spring meeting.

International Maritime Information Safety System (IMISS): CAPT Richardson said the new project officers have tested and accepted a prototype system developed by the Coast Guard R&D Center that closely resembles the aviation safety reporting system, which they adapted to fit the maritime community. The Coast Guard, MARAD and NASA entered into an agreement to use their expertise in the development and operation of a near-miss safety reporting system.

Regulatory Efforts:

- Emergency control measures for tank barges—a Final Rule was published May 19, 2000.
- Fire protection measures for towing vessels—a Final Rule was published Aug. 28, 2000.
- Fire suppression systems/voyage planning for towing vessels—a supplemental NPRM is in final clearance. Publication is expected in early fall 2000.

TSAC Member Perspective on Future Challenges

Mr. Parker asked Committee members for their opinion on the direction of the Committee. Following is a summary of the comments made by the members.

- **12-hour rule.** Many voiced concern that there is no reporting. Members would like better enforcement of existing regulations to provide protection to mariners. They said vessels ought to keep a log to document how many hours a mariner has worked.
- **Proactive stance.** Several members said industry needs to be more offensive rather than react to problems. One member said TSAC could be instrumental in initiating a safety culture onboard, and that accidents could be reduced by implementing a mandatory system of recording and reporting of accidents, incidents, and near misses.
- **Update Rules.** The industry needs greater enforcement of issues such as the 12-hour rule, but that TSAC should be more focused on the update of existing rules. One member said TSAC needs to look at changing old rules as they apply to new technology.
- **Recruitment and Retention of Seafarers.** Members said this is a crucial issue; the towing vessel industry needs to begin quantifying the need for the future and determining how mariners are going to be retained.
- **Reduce Personal Injuries.** One member said the focus should be on trying to reduce personal injuries on the deck itself. It was suggested that TSAC set guidelines for what would constitute an effective accident prevention program for deckhands, pilots and masters.
- **TSAC Involvement.** One member, citing the policy letter, said TSAC members ought to be offered the opportunity to comment on difficult regulatory issues as they arise.

- **Project Expertise.** One member said the project officer should attend out-of-town public meetings to provide expertise on major regulatory issues.
- **Codification of Rules.** One member cited the overwhelming number of rules and regulations guiding the industry. **Mr. Parker suggested that TSAC assign a working group to identify and categorize all of the rules.**
- **Statistics.** It was suggested that TSAC regularly look at the statistics developed by the Coast Guard and industry to identify where they should focus their efforts. The statistics provide a valuable tool to identify trends in casualties and other incidents and would provide an indicator of what TSAC's work program ought to be.
- **Inclusion.** Mr. Parker said one of the challenges for TSAC is to continually include the working mariners, local Coast Guard people, and company representatives in the work efforts of the Committee.
- **G-M Business Plan.** One member said that many Federal Advisory Committees should be aligning their work with RADM North's G-M Business Plan. He said it would be beneficial to all members to support their issues with data, i.e., statistics and other measurements to show a compelling need to deviate from the business plan.

Public Comment

Mr. Block said violation of the 12-hour work rule influences fatigue and the potential for accidents. He said the Coast Guard did not impose a logbook requirement, leaving it with no way to enforce the 12-hour work rule and leaving the mariner with no protection of the law. He discussed the "yellow book" that was distributed to the Coast Guard, senators, and others in the industry.

Mr. Whitehearsht voiced concerns about lack of lighting on barges and presented a video on pilot visibility. He said towing companies are stacking the covers of barges, and pilots cannot see around them, which impedes their visibility.

Mr. Mathes expressed concern about the 12-hour work rule and reiterated that there is no way to show violation without a logbook. He said mariners are against rumored closing of the Baton Rouge span of the Upper Baton Rouge Bridge since it would cause accidents. He asked that the Coast Guard change from an advisory to a rule prohibiting more than 25 barges on the Mississippi River.

Mr. Davis said he wants the Committee to review the issue of required training time, that the requirement is not specific, and that policy is interpreted differently at each REC.

Mr. Plant addressed several issues. On fatigue, he applauded the move to a required six-hour rest period. He agreed that the advisory on the Mississippi River should be changed to a rule. A logbook should be mandatory on inland waterways to record the number of hours. He said the Coast Guard's statistical database needs to be put into a different format so the information can be imported into another program.

Mr. Beacom the said marine transportation system will be facing very large problems, such as insufficient harbor space. The largest challenge will be to recruit and train qualified people.

Mr. Tooker, referring to the draft NVIC on the training procedure for obtaining a towing vessel license, asked the working group to review the statement that a course using a simulator is equal to one that utilizes an actual towboat .

Conclusion:

Ms. Kelly, in the interest of time, agreed to forward a summary of Action Items to the Committee's Assistant Executive Director; see attached as Enclosure (7).

Mr. Parker made several closing remarks, saying the next meeting will be in March or April 2001. There being no further business, a motion was made, seconded, and passed that the meeting be adjourned.

(signed) P. A. Richardson

Captain Peter A. Richardson
Executive Director

(signed) Jeffrey E. Parker

Mr. Jeff Parker
Chairman

Date 10/30/00

Date 10/27/00

- Encl: (1) Agenda, 9/14/00, Public Meeting
(2) Agenda, 9/13/00, Working Group Activities
(3) Final Report of the Working Group on Communications
(4) Report of the Working Group on License Implementation
(5) TSAC Recommendation #117
(6) G-MOC Policy Letter 4-00: Watchkeeping and work-hour Limitations on
Towing Vessels, Offshore Supply Vessels (OSV) & Crew Boats Utilizing a
Two Watch System
(7) TSAC Action Items

TOWING SAFETY ADVISORY COMMITTEE

Public Meeting Agenda

**Holiday Inn-Mt. Moriah
Memphis, TN
September 14, 2000**

0830	<u>Introduction & Welcome</u> <ul style="list-style-type: none"> • TSAC Chair's Remarks • Self Introduction • Executive Director's Remarks 	Mr. Parker TSAC Member: CAPT Richards
0900	<u>Status Reports on Existing Business</u> <ul style="list-style-type: none"> • Voyage Planning • Cargo Securing • Communications • Casualty Analysis • Tug Assistance/Remote Anchor Release • Licensing Implementation 	Ms. Wilson Mr. Parker Ms. Secchitano Mr. DeSimone Ms. Wilson Ms. Kelly
0945	<u>Break</u>	
1000	<u>Project Updates</u> <ul style="list-style-type: none"> • Licensing and Manning for Officers of Towing Vessels (IR) • Current C.G./IMO Initiatives Regarding Crew Alertness • Automatic Identification System (AIS) • International Maritime Information Safety System (IMISS) • Fire Protection Equipment for Towing Vessels • Fire Suppression /Voyage Planning 	Coast Guard LCDR Harden CAPT Richards “ “ “ “ “ “ “ “
1045	<u>TSAC Member Perspective on Future Challenges</u>	Mr. Parker
1115	<u>Public Comment</u>	Mr. Parker

1200	<u>Summary of Action Items/Schedule Next Meeting Date</u>	Ms. Kelly/Mr. I
1215	<u>Adjourn</u>	

ENCLOSURE (1)

TOWING SAFETY ADVISORY COMMITTEE

Working Group Activities

Holiday Inn-Mt. Moriah
Memphis, TN
September 13, 2000

0830	<u>Introduction & Welcome</u> <ul style="list-style-type: none"> • TSAC Chair's Remarks • Self Introduction • Executive Director's Remarks 	Mr. Parker TSAC Member: CAPT Richards
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1200	<u>Summary of Action Items/Schedule Next Meeting Date</u>	Ms. Kelly/Mr. F
1215	<u>Adjourn</u>	
		ENCLOSURE (

Towing Safety Advisory Committee (TSAC)

Working Group on Communications

TASK TITLE: Improve the delivery and availability of safety, education and prevention through people information to the towing industry

BACKGROUND: It has come to the attention of the Towing Safety Advisory Committee and the Coast Guard that valuable safety information, which could save lives, is not routinely getting to mariners despite publication of various guidelines and voluntary standards.

The task of the work group is to make suggestions to the Coast Guard on the best business practices regarding the production, use, and distribution of safety related information to the industry.

PROBLEM STATEMENT: Despite Coast Guard regulations and voluntary standards, the towing industry still has a high casualty rate. What kind of safety information can the Coast Guard distribute to mariners that they would use and which could result in a lower fatality rate?

TASK:

- 1) Identify the most critical safety information needed in the fleet through the use of survey, interviews, contact with industry associations and solicitations to professional publications.
- 2) Identify sources with the Coast Guard, as well as, professional associations, private companies, industry members and other government agencies, that could contribute to this effort.
- 3) Identify current outreach activities that could be, modified, consolidated or used as a model to improve communications to the mariners.

The Working Group met and discussed safety issues. They identified important issues to communicate included licensing issues, drug testing, statute changes, rest periods, work hours and fire safety. A number one concern of mariners is the Coast Guard's interpretation of the 12-hour rule and its relationship to improved safety.

The Working Group discussed methods of getting information out to mariners. In determining the sources of information and the methods of disseminating that information, it was concluded that many sources should be used.

First, the group identified the existing means of communication: Coast Guard Publications, Federal Register, Notice to Mariners, Proceedings and NVICs. The Working Group discussed the Notice to Mariners in detail, and agreed that it is very valuable and widely used. Safety information could be added to it and a requirement to have it onboard could be useful. Having it available electronically could be an efficient method of distribution for vessels away from homeports. Using Watercom to broadcast it on the rivers would widen distribution. Western Rivers Faxes, Western Rivers Dispatching and Rivers TV can also be utilized and Company.

ENCLOSURE (3)

Concern was expressed that some mariners feel that there is too much information out there, such as requirements to listen to more than one radio channel at a time. It was also noted that many mariners do not seek out regulatory changes and that this information must be provided to them. On the other hand, some employers feel that mariners should acknowledge receipt of the information to ensure communications are received.

The Working Group discussed the need for the Coast Guard to do a summary for each regulation. Project Manager regulatory summaries of the Federal Register should be provided to mariners. A quarterly newsletter from the Coast Guard outlining major safety issues in laymen's terms with the regulations cited and where and how to get it and sent to the mariner's home would be most beneficial. However, the Coast Guard expressed concern over not having enough resources to prioritize the results of the advisory committees.

The Working Group discussed the benefits of the use of videos. It was felt that this could be an economical and effective way to communicate information to mariners.

The Working Group suggested methods of distribution including the use of the fuel docks on the rivers, or lockers, as towing vessels are away from their homeport for extended periods. It was also felt that the point of delivery should be the boats. Fax machines, cell phones, email and radios on towing vessels allow for immediate communication. Posting safety information on bulletin boards was felt to be another effective way of communicating to mariners.

The Working Group felt that a better use of Coast Guard resources may be to publish a not-so-classy magazine. The importance of a Marine Safety monthly magazine was discussed, recognizing that the Coast Guard publishes the Proceedings magazine quarterly. Both magazines should be available on Coast Guard's website. The website should be user friendly, with a menu of multiple choice links. The use of computers is becoming increasingly common: many mariners can access websites. In addition to the existing websites, mariners agree that a Coast Guard Bulletin Board with question/answer opportunities that outline regulatory changes and other important information is needed.

The Working Group felt that another effective means of communication is the use of the resources of the company associations and labor unions. Many of these organizations publish periodicals that could include safety information.

Attached are some resources that could be used to disseminate important safety information to mariners.

www.sea-man.com

www.maritimeleadership.com

www.uscg.mil

www.access.gpo.gov

www.maritimeusa.com

www.ribb.com

MARTIME BOOKS, NEWS & PUBLISHERS

[Atlantic Journal of Transportation](#)
[Atlantis Technical Services](#)
[BunkerNews](#)
[Canadian Hydrographic Service](#)
[Canadian Ice Service](#)
[Cargo Info Africa](#)
[Cargoweb News](#)
[CBC Marine Publications](#)
[Congressional Information Bureau](#)
Crawfords Nautical Books
Daily Commercial News Pty Ltd.
[Data Boat International](#)
[Duluth Shipping News](#)
[Fairplay Daily News](#)
[Fairplay Publications Limited](#)
[Fairplay Publications Ltd](#)
[Fast Ferry International](#)
Fernhurst Nautical Books
[Great Lakes Shipping Today](#)
[Hong Kong Shipping Daily](#)
[Inchcape Shipping Services](#)
[Infomare](#)
[Intertraders](#)
[Journal of Maritime Law and Commerce](#)
[LLP](#)
[Loggen Magazine](#)
[Marine Bookshops](#)
[Marine Digest & Transportation News](#)
[Marine Log](#)
[Marine Publishing Co.](#)
[MarineWatch](#)
[Maritime and Inland Waterways transportation](#)
[Maritime Cabotage Task Force \(MCTF\)](#)
[Maritime Research Inc](#)
"MORE" ("The Sea") Publisher
[MRC Business Information Group Ltd](#)
Nautical Brass Magazine
Nautical Non-fiction Booklist
[Navy News Service](#)
[New York Nautical](#)
[Ocean News](#)

Pacific Maritime Magazine
[Port Engineering Management](#)
[International Journal of Port Dredging, Port Development & Ocean Technology](#)
[Porthole](#)
Professional Mariner
Reed's Nautical Almanacs
[Russia/FSU Shipping Gazette On-Line](#)
[Russian Trade Connections-Directory](#)
[Seaworthy Books](#)
[SeaView](#)
Seymour Publishers - Claim to be the largest photo archive on the WWW
[Shipbuilding and Shipping \(Publishing\) Co., Ltd.](#)
[ShippingMag.com](#)
[Ships Supplies Register](#)
[Singapore Shipping Times](#)
Submarine and U-boat Books
[The Daily Commercial News](#)
[The Journal of Commerce On-Line](#)
[The Shipping Professional](#)
[The Westcoast Mariner](#)
[Thomas Gunn Navigation Services](#)
Torpedo Junction
[Tradewinds](#)
[UK Hydrographic Office](#)
[Warsash Nautical Bookshop](#)

This is a very good example of what is out there and what can be created on the Internet. It is called Maritime, Merchant Marine, Ships, Pilots, Tugs & Nautical Links.

The Captain's Maritime Links	
Maritime Academies & Schools	Cruise Ships & Booking Agents
US Merchant Marine & Ship Sites	Ships Agents
Maritime Museums & History	Ports O Call
Lighthouses	Pilot Associations
Maritime Art Galleries & Images	Protection & Indemnity Clubs
Maritime Companies	Marine Sounds
Maritime Employment Firms	Marine Equipment
Maritime Books, News & Publishers	Maritime Propulsion Vendors

Old Salt Talk	Tall Ships
Communications	The Law of The Sea
See The Medical Officer	Shipyards & Repair Companies
Labor & Maritime Unions	Ship Chandler
Maritime Sites in Poland	Flotsam & Jetsam
Sea Cadets	Maritime Brokers
Maritime Insurers	Maritime Towing & Salvage Companies
Maritime Consultants	World Navies Links
Maritime Software	Maritime Weather
Maritime Class Societies	Maritime Message Board

TSAC Licensing Implementation Working Group

Summary of Recommendations by Issue Category

August 31, 2000

Grandfathering/Phase-in Issues

1. Existing OUTV licenseholder:
 - Will receive Master of Towing Vessels license at next scheduled license renewal after November 20, 2000.
 - New license will carry same route endorsements/geographic operating authority as old license.
 - Previous documentation requirements for renewal of an OUTV license will apply.
2. Existing license as Master or Mate of Steam or Motor Vessels Greater than 200 gross tons:
 - Individual with OUTV endorsement will receive a Master of Towing Vessels endorsement (no tonnage restriction) at next renewal after November 20, 2000.
 - Individual without OUTV endorsement but with at least 90 days of towing vessel operating experience will receive a Master of Towing Vessels endorsement (no tonnage restriction) at next renewal after November 20, 2000.
3. Existing license as Master of Steam or Motor Vessels Less than 200 gross tons:
 - Individual with OUTV endorsement will receive a Master of Towing Vessels license (no tonnage restrictions) at next renewal after November 20, 2000.
 - Individual without OUTV endorsement but with at least 90 days of towing vessel operating experience may: 1) receive a Master of Towing Vessels license, limited to the tonnage of the current license; or, 2) pass the OUTV exam and receive a Master of Towing Vessels license, without tonnage restrictions. An individual with at least 24 months of towing vessel operating experience has the additional alternative of receiving a Mate or Pilot of Towing Vessels license, without tonnage restrictions, at the first renewal after November 20, 2000, only.
4. Individuals currently preparing to obtain a wheelhouse license:
 - Individuals whose service began prior to November 20, 1998, may qualify for a Master of Towing Vessels license under the previous OUTV licensing rules until November 20, 2003.
 - Individuals whose service began after November 20, 1998, must qualify for a Master of Towing Vessels license under the new towing vessel officer licensing rules.

ENCLOSURE (4)

Demonstration of Proficiency

To advance from Apprentice Mate/Steersman to Mate/Pilot, an individual must:

- Accrue 12 months of service time while holding an Apprentice Mate/Steersman license; AND,
- Demonstrate proficiency by means of EITHER:
 1. A Coast Guard-approved training course/steersman program; OR,
 2. Observation and assessment by a Designated Examiner, documented by completion of a Towing Officers' Assessment Record (TOAR).

Option 1: Coast Guard-Approved Training Course/Steersman Program:

1. Must meet the requirements of 46 CFR 10.465(g):
 - Formal instruction;
 - Practical demonstration of proficiency either on board a towing vessel or at a shoreside training facility before a designated examiner;
 - Must cover:
 - *Shipboard management and training;
 - *Seamanship;
 - *Navigation;
 - *Watchkeeping;
 - *Radar;
 - *Meteorology;
 - *Maneuvering and handling of towing vessels;
 - *Engine room basics; and,
 - *Emergency procedures.
2. Must be approved by the National Maritime Center pursuant to Navigation and Vessel Inspection Circular (NVIC) 5-95.

Option 2: Assessment by Designated Examiner, Documented by TOAR

1. Observation/assessment may take place over time (e.g., the 12 months of an individual's service as Apprentice Mate/Steersman). A compressed "check ride" is not necessary (or necessarily desirable).
2. Designated Examiner may be a towing vessel officer or other individual who meets the following qualification requirements:
 - License equal to or superior than the one for which assessment is performed; and,
 - Recency of service under that license, or closely related experience; and,
 - EITHER formal instruction in observation and assessment techniques;

- OR equivalent experience (e.g., experience training and assessing junior pilots as part of a company steersman program). Such experience may be documented via service letter.

The National Maritime Center will maintain a list of Designated Examiners who meet these criteria.

3. Designated Examiner Liability: Same approach as vessel inspection. Designated examiner attests to an individual's proficiency to perform required tasks at the time his or her observation is made. Designated Examiner makes no warranty regarding the individual's ability to perform these tasks in the future.

4. Towing Officers' Assessment Record (TOAR):

- A sample TOAR (developed by TSAC) should be published as an addendum to the forthcoming NVIC. A TOAR that conforms to the sample will not require National Maritime Center approval. If a company or provider of training and assessment services would like to use a TOAR that is substantively different from the sample, it must be submitted to the National Maritime Center for approval.

The sample TOAR consists of four parts:

*Part one, the "core TOAR," must be completed by all candidates for a Mate or Pilot of Towing Vessels license. *(Note: Attached draft currently undergoing working group review. Final draft will be available at 9/13-9/14 TSAC meeting.)*

*Part two, the Western Rivers/Rivers supplement, must be completed in addition to the core TOAR by all candidates seeking a Western Rivers or Rivers route endorsement on their license. *(Note: Draft Western Rivers/Rivers supplement to be available at 9/13-9/14 TSAC meeting.)*

*Part three, the Great Lakes/Inland supplement, must be completed in addition to the core TOAR by all candidates seeking a Great Lakes/Inland route endorsement on their license. *(Note: Great Lakes/Inland supplement to be developed.)*

*Part four, the Near Coastal/Oceans supplement, must be completed in addition to the core TOAR by all candidates seeking a Near Coastal or Oceans route endorsement on their license. *(Note: Near Coastal/Oceans supplement to be developed.)*

Officers in Near Coastal/Ocean service may use a single document to satisfy the requirements for an STCW Training Record Book and the Towing Officers' Assessment Record.

- The working group recognizes that companies and other providers of training and assessment services may find it useful to develop performance criteria for use in assessing a candidate's competency in the tasks specified in the TOAR. Given the magnitude of the task and the many additional elements that have already been added to the licensing process by means of this rulemaking, the working group has not recommended the development of a single set of standard assessment criteria at this time. If subsequent experience indicates that the development of standard assessment criteria would add significant value to the licensing process, we stand ready to assist the Coast Guard in conducting this work.

Documentation Requirements for License Renewal

Two options: Service letter or renewal TOAR/TRB. Service letter or TOAR/TRB must include:

1. Documentation of participation in ongoing training and drills. (Note: A company with a safety management system, such as the AWO Responsible Carrier Program or the ISM Code, may describe its safety training and drill program and attest to the officer's ongoing participation in it. Dates of specific training completed or drills conducted are not necessary.);
2. Service time (computed in eight-hour days);
3. Vessel names, types, and gross tonnage;
4. Geographic area of operation (e.g., Western Rivers, Inland/Great Lakes, Near Coastal, etc.);
5. Position (e.g., Master, Mate, Pilot, etc.).

Harbor Assist/Limited Local Area Licenses

- As previously recommended by TSAC, there should be a single (optional) licensing track to meet the unique needs of coastal harbor tug operators, inland fleet boat operators, and other limited operations. The Harbor Assist and Limited Local Area licensing tracks should be combined into a single "Limited" licensing progression: Apprentice Mate/Steersman (Limited), Mate/Pilot (Limited), and Master (Limited).
- Reflecting the reduced scope of this license, the total time required to achieve a Master (Limited) license should be 36 months (as compared to 48 months for an unlimited Master of Towing Vessels license).
- The scope of this license should be defined so as to encompass either coastal ship assist or inland fleeting operations within a limited geographic area.
- A candidate for a Mate or Pilot (Limited) license should be required to complete the core TOAR.
- To accommodate the unique circumstances of dayboats (vessels operated for 12 hours a day or less, requiring only one licensed operator aboard), the regulations should be amended to allow an individual with a Mate or Pilot of Towing Vessels (unlimited) license to serve as the master of a towing vessel engaged in such limited operations.

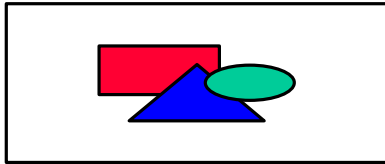
Towing Safety Advisory Committee

Recommendation #117

At its meeting on September 14, 2000 in Memphis, Tennessee, on a motion by Laurie Frost Wilson and seconded by Mr. Gerard Maurice, TSAC voted to recommend to the Coast Guard that the compliance date for the towing vessel officer licensing regulations be extended by at least 90 days

TSAC urged the Coast Guard to proceed with the publication of a revised interim rule and NVIC with all deliberate speed, and emphasized that the purpose of recommending an extension of the compliance date is to ensure the effective implementation of the new regulations.

Enclosure (5)



Commandant
United States Coast Guard

2100 Second Street, SW
Washington, DC 20593
Staff Symbol: G-MOC-1
Phone: (202) 267-2978

16711
POLICY LTR 4-00

G-MOC POLICY LETTER 4-00

Subj: WATCHKEEPING AND WORK-HOUR LIMITATIONS ON TOWING VESSELS, OFFSHORE SUPPLY VESSELS (OSV) & CREW BOATS UTILIZING A TWO WATCH SYSTEM

Ref: (a) Title 46 United States Code (46 USC) Part F – Manning of Vessels
(b) Title 46 Code of Federal Regulations (46 CFR) Part 15 – Manning Requirements
(c) USCG Marine Safety Manual, Volume III, Chapters 20 through 26 – Marine Industry Personnel
(d) Title 46 United States Code (46 USC) §2114 – Protection of Seamen Against Discrimination
(e) Title 46 United States Code (46 USC) §3315 – Disclosure of Defect & Protection of Informants

1. The purpose of this policy letter is to, in one document, summarize and clarify references (a) – (e) as they pertain to work-hour limitations and watchkeeping for mariners on towing vessels, offshore supply vessels and crew boats utilizing a two watch system. Related to this subject is the concern that exceeding work-hour limitations leads to the diminution of crew alertness that could contribute to human factors type accidents. The problems associated with diminution of crew alertness are of particular concern even when operating within the constraints of the law. The Coast Guard is currently conducting research on improving crew alertness by identifying the extent to which various aspects of shipboard life/operations may be contributing to the diminution of crew alertness and subsequent unsafe conditions. This policy will further clarify the responsibilities of mariners, vessel owners, operators, masters and the Coast Guard concerning crew alertness and actions necessary to prevent casualties as a result of fatigue. Finally, this policy summarizes the protections afforded to individuals who report to the Coast Guard on violations of the applicable statutes.

2. Definitions

The following definitions are consistent with previous Coast Guard policies or Coast Guard regulations.

- a. *Emergency* is an unforeseen development that imposes an immediate hazard to the safety of the vessel, the passengers, the crew, the cargo, property, or the marine environment, requiring urgent action to remove or mitigate the hazard.
- b. *Overriding operational conditions* are circumstances in which essential vessel work cannot be delayed for safety or environmental reasons, or could not reasonably have been anticipated at the commencement of the voyage.
- c. *Rest* means a period of time during which the person concerned is off duty, is not performing work, including administrative tasks such as chart corrections or preparation of port entry documents, and is allowed to sleep without being interrupted.

ENCLOSURE (6)

- d. *Travel time* to a vessel is considered to be neutral time as it is normally not considered to be “rest,” “off-duty,” or “work” time, but all relevant circumstances should be considered in evaluating whether a mariner complies with the applicable “rest” required by STCW or “off-duty” requirements specified in 46 U.S.C. §8104(a).
- e. *Watch* is activity related to the direct performance of vessel operations, whether deck or engine, where such operations would routinely be controlled and performed in a scheduled and fixed rotation. The performance of maintenance or work necessary to the vessel’s safe operation on a daily basis does not in itself constitute the establishment of a watch. However, the latter does count towards the hours of work that can be required by an employer.
- f. *Work* is any activity that is performed on behalf of a vessel, its crew, its cargo, or the vessel’s owner or operator. This includes standing watches, performing maintenance on the vessel or its appliances, unloading cargo, or performing administrative tasks, whether underway or at the dock.

The definitions above for “overriding operational conditions” and “rest” are used in situations where the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended in 1995, applies.

3. Watchkeeping, Work-hour Limitations and Manning Requirements

- a. Watchkeeping requirements, work-hour limitations and manning requirements for mariners on towing vessels, offshore supply vessels and crew boat, as applicable, are comprehensively addressed in references (a) – (c). As a ready reference, enclosure (1) summarizes these requirements.
- b. In establishing the safe manning level for an inspected vessel, the Coast Guard Officer in Charge, Marine Inspection (OCMI) must consider many factors in addition to the statutory and regulatory requirements, including reasonable work-hour limits. Owners and operators who establish manning levels on uninspected vessels must consider such limits as well. These factors are specifically outlined in reference (c). In addition, OCMI may increase the manning of a particular vessel if, through the course of a casualty or other type of investigation, an increase is deemed necessary for the safe operation of the vessel.
- c. The law that addresses watchkeeping and working hours on the subject vessels is found in reference (a), specifically 46 U.S.C. §8104. This section of the law includes requirements for officers to have an off-duty period before taking charge of the deck watch prior to departing port, watch rotations on vessels, and specific work-hour provisions for various types of vessels.
- d. 46 U.S.C. §8104(d) requires merchant vessels of 100 gross tons and above, when at sea, to be manned for a three-watch system, and mariners shall be kept on duty successively to perform ordinary work incident to the operation and management of the vessel. This section of the law also states that a mariner cannot be required to work for more than 8 hours in one day. There are certain exceptions to the work-hour limitations relevant to the docking/undocking, conducting emergency drills, actual emergency situations or overriding operational conditions that compromise the safety of the vessel and its passengers and crew (See 46 U.S.C. §8104(f)) in which a mariner can be required to work more than 8 hours in a day. Mariners subject to 46 U.S.C. §8104(d) can consent to work in excess of 8 hours in a day.

- e. 46 U.S.C. §8104(g) permits licensed individuals and crewmembers of towing vessels, offshore supply vessels, and barges, when engaged on voyages of less than 600 nautical miles, when at sea, to be divided into at least 2 watches. The Coast Guard interprets this section of the law to mean that a mariner can be scheduled to work 12 hours in any consecutive 24-hour period, provided the mariner consents to work more than 8 hours in a day.
- f. 46 U.S.C §8104(h) establishes that licensed operators of towing vessels subject to 46 U.S.C. §8904 are not permitted to work in excess of 12 hours in any consecutive 24-hour period, except in an emergency.

4. STCW

In addition to the work-hour limitation requirements outlined above, STCW adds specific rest requirements for vessels operating outside the boundary line (12 miles in the Gulf of Mexico). As a general matter, U.S. regulations impose the STCW requirements on all commercial seagoing vessels (as defined in 46 CFR 15.1101(a)(3)) in international service and to all commercial seagoing vessels of 200 gross register tons and above on domestic and international voyages. The STCW addresses both short-term and long-term rest requirements for watchkeeping personnel.

- a. Persons assigned to navigational or engineering watches shall receive a minimum of 10 hours rest in any 24-hour period.
- b. The hours of rest may be divided into no more than two periods, of which one must be at least 6 hours in length.
- c. Rest periods may be interrupted in case of emergency, drill, or other overriding operational conditions.
- d. The minimum 10-hour rest period may be reduced to not less than 6 consecutive hours as long as no reduction extends beyond 2 days and not less than 70 hours of rest are provided in each 7-day period.
- e. The minimum period of rest required may not be devoted to watchkeeping or other duties.
- f. Watchkeeping personnel remain subject to the work-hour limits and exceptions found in reference (a).

5. Responsibilities

Mariners, owners/operators, and the Coast Guard have separate responsibilities for compliance with, and enforcement of, the work-hour limitation laws. The subparagraphs below provide general guidance regarding the responsibility of each party.

- a. Mariners have an individual responsibility to obey the law and are also responsible for reporting suspected watchkeeping and work-hour violations to the Coast Guard. The master of a vessel is ultimately responsible for the safety of the vessel, passengers and crew, cargo, and the environment. To carry out this responsibility the master must ensure that he/she and the crew are properly rested

and complying with the law. The master must communicate with the owner/operator to ensure realistic goals are set. If management exerts pressure to exceed the law, the mariner is encouraged to report this situation to the local Coast Guard OCMI. Paragraph 6. below describes protections afforded to mariners when reporting violations to the OCMI.

- b. Owners/operators, like mariners, are responsible for obeying the law. Companies should ensure employees are informed of the law and educated regarding safety concerns of not getting adequate rest. They should be aware of operational demands and work hours required to complete expected tasks on board their vessels. 46 U.S.C. §8104(j) states that “the owner, charterer, or managing operator of a vessel on which a violation of subsection (c), (d), (e) or (h) of this section occurs is liable to the government for a civil penalty...” thus pointing out their responsibility to ensure compliance. They should provide unambiguous guidelines to the master regarding expectations to comply with safety requirements and the law when these are in conflict with operational demands.
- c. Finally, the Coast Guard is charged with enforcement of the law. The Coast Guard can initiate an investigation based on confidential information provided by mariners during the vessel inspection process, anonymous tips called into a Coast Guard Marine Safety Office, or through the findings of a Coast Guard marine casualty investigation. The latter may also bring consequences for the mariners involved or the vessel’s owner/operators. When the Coast Guard determines that a casualty occurred because of a violation of law, an appropriate action, a suspension and revocation proceeding, and/or a civil penalty may be recommended. However, as described below, protections exist for the mariner reporting deficiencies or illegal operations. OCMI’s should ensure that all responsible parties within their area of responsibility are aware of the requirements of the law and particularly the importance that rest plays in ensuring safe operations.

It should be noted that the Coast Guard, by 46 CFR 5.71, is prohibited from exercising its authority for the purposes of favoring any party to a maritime labor controversy. However, if a situation is encountered that affects the safety of a vessel or persons on board, the Coast Guard will initiate an investigation and pursue appropriate action when a violation of statute or regulation is discovered.

A particular situation that has generated confusion and concern involves the requirement found in 46 U.S.C. §8104(a), which states that an officer taking charge of the deck watch on a vessel leaving port must have at least 6 hours of off-duty time in the 12 hours immediately before leaving port. While an owner/operator cannot be held accountable for the time a mariner has off, they are responsible for the time that an individual is on the dock or on the vessel while in port, and can be expected to verify that the individual has had an opportunity for rest regardless of where he/she has been prior to performing the assigned duties. The owner/operator cannot expect a mariner to participate in extensive preparations for getting underway and also be rested enough to take the navigation watch without providing an opportunity for the minimum off-duty time required by 46 U.S.C. §8104(a). Similarly, the mariner is responsible for arriving at the vessel properly rested. If, for example, a mariner spends 8 hours in travel time (i.e., driving) or stays up all night prior to arriving at the vessel, that person is clearly not rested enough to take the navigation watch of a vessel getting underway upon arrival.

6. Protections

The Coast Guard has historically depended on individuals involved with the maritime industry to report violations or unsafe vessel conditions when they occur. In the absence of mariner reporting, the Coast Guard is limited to discovering these types of violations through casualty investigations, or by chance during a scheduled inspection. To prevent retaliation for reporting violations to the Coast Guard, Congress enacted specific protections for mariners that make reports of violations to the Coast Guard. The following cites represent the obligation and protections afforded to mariners for reporting violations of the law or regulations to the Coast Guard.

- a. 46 U.S.C. §2114 provides protection to seamen against any form of discrimination, including discharge, for reporting a violation of any law or regulation issued under the authority of Title 46.
- b. 46 U.S.C. §3315(a) requires licensed officers to assist the Coast Guard in the inspection of their vessels as well as point out defects and imperfections known to them. This includes any violations of work or watch standing limitations.
- c. 46 U.S.C. §3315(b) prohibits any official of the Coast Guard from disclosing the identity of any individual that provides information on vessel defects, imperfections, and overall safety. This includes information on watchkeeping and work hours.

TOWING VESSEL WORK-HOUR TABLE

GROSS TONNAGE	ROUTE	LENGTH OF VOYAGE	REFERENCED WORK-HOUR LIMITS	KEY CITE(S)
LESS THAN 100	INLAND	ANY LENGTH	12 HOURS	46 CFR 15.705(d) & 46 USC 8104(t)(h)
LESS THAN 100	OCEANS	LESS THAN 600 NM	12 HOURS	46 CFR 15.705(d) & 46 USC 8104(t)(h)
LESS THAN 100	OCEANS	MORE THAN 600 NM	12 HOURS	46 CFR 15.705(d) & 46 USC 8104(t)(h)
LESS THAN 100	GL	ANY LENGTH	8/12/15 HOURS	46 USC 8104(c)
MORE THAN 100	GL	ANY LENGTH	8/12/15 HOURS	46 USC 8104(c) & (d)
100 - 200	INLAND	ANY LENGTH	12 HOURS	46 CFR 15.705(d) & 46 USC 8104(t)(h)
100 - 200	OCEANS	LESS THAN 600 NM	12 HOURS	46 CFR 15.705(d) & 46 USC 8104(c)(h) & (d)
100 - 200	OCEANS	MORE THAN 600 NM	12 HOURS	46 CFR 15.705(d) & 46 USC 8104(c)(h)
MORE THAN 200	INLAND	ANY LENGTH	12 HOURS	46 USC 8104(h)
MORE THAN 200	OCEANS	LESS THAN 600 NM	12 HOURS	46 USC 8104(g), (h) & (d)
MORE THAN 200	OCEANS	MORE THAN 600 NM	8 HOURS	46 USC 8104(d) & (h)

Route definitions: Oceans refers to all non-inland routes except GL
GL refers to Great Lakes routes

OSV MANNING AND WATCHKEEPING TABLE

LESS THAN 100	OCEANS	LESS THAN 600 NM	12 HOURS	46 USC 8104(b) & (g)
LESS THAN 100	OCEANS	MORE THAN 600 NM	12 HOURS	46 USC 8104(b)
MORE THAN 100	OCEANS	LESS THAN 600 NM	12 HOURS	46 USC 8104(g) & (d)
MORE THAN 100	OCEANS	MORE THAN 600 NM	8 HOURS	46 USC 8104(d)

NM

CREW BOAT MANNING AND WATCHKEEPING TABLE

LESS THAN 100	OCEANS ANY LENGTH	12 HOURS	46 USC 8104(b)
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Note: 46 USC 8104(h) limits all licensed operators on towing vessels 26 feet or over to working no more than 12 hours a day except in an emergency.

46 USC 8104(c) allows crewmembers on GL towing vessels to work up to 15 hours in 1 day, but they are limited to working no more than 36 hours in any 72 hour period.

46 USC 8104(d) states that a licensed individual or seaman in the deck or engine department may not be required (but can consent) to work more than 8 hours in one day (on a vessel of more than 100 gross tons when at sea).

46 USC 8104(g) states that voyage of less than 600 miles, the licensed individuals and crewmembers may be divided when at sea, into at least 2 watches.

46 USC 8104(b) states that licensed crewmembers on vessels less than 100 GT on coastwise or oceans voyages are not required to work more than 12 hours in one day.

46 CFR 15.705(d) permits a 2 watch system on all tow vessels less than 200 GT regardless of voyage length.

CAUTIONARY NOTICE:

This table should only be used in conjunction with the G-MOC policy letter 4-00

Vessel operators/owners/masters are responsible for ensuring the vessel is adequately manned and the crew has adequate opportunity for rest.

Mariners can not be required to work more than 8 hours a day while at sea on a vessel of 100 GT or more. The law allows for circumstances that authorize the use of a 2-watch system that allows mariners to consent to working more than 8 hours. Also, the law has other provisions that can limit the hours a mariner can work.

ENCLOSURE (6)

TSAC Action Items

September 14, 2000

- **Voyage Planning:** TSAC working group will stand by to review and develop comments on forthcoming SNPRM.
- **Fire Suppression:** TSAC working group will stand by to review and develop comments on forthcoming SNPRM.
- **Cargo Securing:** J. Parker will work with D. St. Amand to complete draft report and circulate it to TSAC members for review. TSAC will vote on draft report at its next meeting.
- **Communications:** TSAC accepted the report of the Communications Working Group as a final product. As an ongoing action item to improve communication, the Coast Guard agreed to provide copies of other advisory Committee reports that are relevant to TSAC's work.
- **Licensing:** On a motion by M. Secchitano, seconded by L. Wilson, TSAC voted to accept the recommendations of the Licensing Implementation Working Group. TSAC authorized the working group to continue its work to develop the geographic supplements to the Towing Officers Assessment Record and asked the group to consider the need for further clarification of the qualification requirements for Designated Examiners.

On a motion by L. Wilson, seconded by G. Maurice, TSAC voted to recommend to the Coast Guard that the compliance date for the towing vessel officer licensing regulations be extended by at least 90 days. TSAC urged the Coast Guard to proceed with the publication of a revised interim rule and Navigation and Vessel Inspection Circular with all deliberate speed, and emphasized that the purpose of recommending an extension of the compliance date is to ensure the *effective* implementation of the new regulations.

- **12-Hour Law Policy Clarification:** TSAC members will review the G-MOC policy letter and consider the need for TSAC comment on the policy letter or additional work on this subject.
- **Automatic Identification System (AIS):** TSAC will stand by to review the forthcoming NPRM and consider the need for a Committee role in reviewing and commenting on the proposed carriage requirements for AIS equipment.

- **Future TSAC Work:** Committee chairman J. Parker will use the feedback provided by TSAC members on challenges facing the industry in developing recommendations for future TSAC work.

ENCLOSURE

(7)